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Boston & Maine Railroad Men

FEBRUARY, 1916



The old Concord R. R. Dept. Building, dedicated March 24th, 1896. President Tuttle's dedication speech printed in this number.

PUBLISHED MONTHLY BY THE BOSTON & MAINE
RAILROAD DEPARTMENT, YOUNG MEN'S CHRISTIAN ASSOCIATION
CONCORD, N. H.



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BOSTON & MAINE ... RAILROAD MEN ...

Vol. XX

FEBRUARY, 1916

No. 2

**Speech of Mr. Lucius Tuttle, March 24,
1896.**

At opening of first Railroad Association building in Concord, and the first on the Boston & Maine system.

Mr. Chairman, Ladies and Gentlemen: It is with much hesitation and diffidence that I stand before you this evening, although it is with much pleasure and gratification that I come here to tell you of the interest of the directors of the Boston & Maine Railroad Company in this institution which has placed its outpost in this thriving centre city of activity in the commonwealth of New England.

When Mr. H. O. Williams came to me, early last year, and suggested that my knowledge of the work of the Young Men's Christian Association through its Railroad branches in this country, ought to convince me of their value to the railroad service, and that I ought not to need any special urging to adopt it in Boston & Maine territory, he picked out several localities where branches of the Association might be established. I told him that I thought we might begin with one, and I will now answer your chairman's inquiry as to why we came to Concord. It was not that Concord men needed the work especially. It was not because the ground here had not been cultivated, but it was for the same reason that a man takes home a choice plant and puts it in good ground. I knew the people of the Boston & Maine service, and I

knew that in establishing a branch of the Railroad Y. M. C. A. at Concord, it would have more than a fair chance, and in dealing with any enterprise or any man I always mean to see that the enterprise or the man has a little more than a fair chance. (Applause.) That is why the Railroad Branch of the Young Men's Christian Association was started in Concord. When its success in Concord has proven its usefulness and its necessity, there will be no difficulty in establishing other branches at other division points. At the first introduction of this subject to our directors, having had no conversation with any of them about it, and being somewhat in doubt as to how the subject would be received, I touched upon it rather hesitatingly. To a man they said, "I believe in it: go ahead." (Applause.)

The story of what the Railroad Branch of the Y. M. C. A. has done and is doing for men in the railroad service, has already been told by the representatives of the Association, who have come here to congratulate you and to assist in the services to-night. There is no time to go further into the matter, although my knowledge of the work might perhaps enable me to talk longer than you would wish to listen to-night. I do know this: the Association comes down among the men and gets hold of them in their everyday life. It tends to aid from the level of the man himself. It does not reach down and try to yank him into a better

life by his coat collar. (Applause.) If there is anything that a man of good common sense hates, it is paternalism and charity, and this organization does not mean to engage in either branch of that service. It is not a charitable organization. The directors of the Boston & Maine Railroad do not contract one penny toward carrying on this work with the idea that it is charity. Not one of the directors intend to paternalize the people that are engaged in the service of the company. That I wish to make distinctly clear. I also understand that in engaging in this work no man's religious creed is interfered with. It makes no difference whether he belongs to the Latin Church, to the Greek Church, to the Protestant Church, or to no church. If he has in him that instinct of manhood that touches him, he does not quite know how, and tells him that he wants to be a better and more intelligent man, and to have more opportunity to do things in the world, to that man this organization reaches out its helping hand and says, "Come up higher." That is the view with which the Railroad Company enters into this coöperative enterprise. And it is the view it will have in establishing other branches on the Boston & Maine Railroad when it has been proven that the men want it and will do their share in sustaining it. (Applause.) Now I have not prepared a set address, but when I talk to railroad men and railroad women, and there would not be any decent railroad men without railroad women (applause), it is perfectly natural that my talk should drift into railroad matters. The gentleman who came from headquarters can tell you all about the Young Men's Christian

Association, but perhaps as I am beginning to feel that I am somewhat of a veteran in the service of the railroad, I can talk better along that line.

I am glad in passing to say that Dr. Crane, in being transplanted from the land of steady habits to the ruddy soil and hardy climate of Concord, has not lost any of his sunniness of character or warmth of heart. He has told you some things about me. I am not going to tell you about him. He lives in Concord, and you know him. (Applause.)

Getting back to the subject of railroad business, and how it started and what it is doing: In the middle of the last century, when some of the wars between the states and countries and even towns of the old world, and some of the strife which was imported into the new world and fought out here, had subsided in their violence, and the minds of the people of the world began to turn to questions of trade and interchange of business, people began to think of better roads and highways. There began to be some regularity in the distribution of goods. Traders began to find it profitable to send goods inland from the seaport towns. Better roads were opened, and long trains of wagons were distributing commodities throughout the portions of the United States that were then settled.

About the beginning of the present century the postal service was established, but still the demand for better accommodations was imperative, and the attention of the commercial world was turned to the construction of canals. Great sums of money were expended in building them. They helped to distribute the products of the seaport towns to the markets of the more important towns further inland. How-

ever, this form of distribution went on until about 1825. In 1807, the steamboat invented by Fulton was shown to be practicable, contrary to the belief of many people, who insisted that it would not be a success. This again tended to stimulate the building of canals, and they were extended in all directions. But this still failed to give the necessary facilities for trade. In about 1820, word came to this country of the invention of the steam railway. Railways had in a way been in use for half a century in the old world, principally in England. The rails laid down were first of wood, and the cars used looked like our old-fashioned horse cars, usually drawn by horses, and sometimes by oxen. These were used principally in coal mines and iron foundries. Iron rails were first used in 1738. The first iron railway, however, of any consequence, was laid down at Colbathdale Iron Works, in 1786. The rails were five feet long, and were made with a raised outer edge. In 1759, Watts suggested steam carriage by land. Oliver Evans, of Philadelphia, in 1782, patented a steam road wagon, so you see even at that time the American nation was looking forward to and experimenting with the railroad much in the same way as were the people of the old world. In 1814, Stevenson built his first locomotive. In 1829, the building of railways commenced all over the world. In 1827, the first railway was laid down in New England. It was not a steam road, but simply a tramway for granite. There were 12 miles of the Baltimore & Ohio Railroad laid in 1828. The first car hauled over that line was drawn by a horse. It looked as much like a switch-house on wheels as anything you could think of.

There were no cushions on the seats, and no plush chairs. At that time Boston, notwithstanding this lack of knowledge, and the fact that experiments were just beginning, voted in cold blood to build a railroad from Boston to Albany, probably the first real attempt in this country. The second railroad in the United States was from Richmond to Chesterfield, Va., built in 1831, and was 13 miles long. The Boston & Lowell Railroad was the first opened to traffic in Massachusetts, or in New England, and was first opened on June 24th, 1835. The second railroad in Massachusetts was the Boston & Providence, built in 1835. The third was the Boston & Worcester, opened July 3, 1835. In New Hampshire the first railroad was the Nashua and Lowell, opened December 23, 1838. The second was the Eastern of New Hampshire, opened in 1840. The third was the Boston & Maine, running from Andover to connect with the Boston & Lowell. And the fourth was the Concord Railroad, opened in 1842. In Maine a railroad was started in 1836, but was not successful, and there was no road successfully operated in that state until 1867. In Vermont the first railroad was the Vermont Central, built in 1848. In Connecticut the first road was the Hartford and New Haven, partly opened in 1838, and completed in 1839. In 1846, it was regarded as a marvel that a man had gone from Chicago to Albany in six days and ten hours. In 1825, the Plymouth Gazette reported that 300 New Yorkers were in Philadelphia on the Fourth of July, at the Semi-Centennial, and that they had been only twenty-four hours on the road. As late as 1849, there was still competition between the steamboat and

the New Haven road. It was thought by the directors of the railroad that people traveled by boat because of the dust on the railroad. They thought that if an arrangement could be made to water the roadway this difficulty could be remedied, and a committee was appointed to see if such measures could be adopted, but nothing definite was ever done in the matter.

At the beginning of the railroad service in New England, the stage drivers took a curious attitude toward it. It would have seemed that they would foresee that eventually they would be driven out, but they did not. They looked upon it much as we looked upon the telephone ten or twelve years ago—as a plaything. “When these fellows get out here in a snow-storm,” they said, “we will go and get their passengers.” They did not attempt to prevent the railroad from getting a foothold. They were entirely out of the business before they knew what was the matter with them. There were some in Western Massachusetts and a few in New Hampshire, and some in Connecticut, who gave up the stage business and entered into the railroad service, and eventually came into positions of prominence in the work. In 1860, Charles W. Capin, who was an old stage-driver, interested himself in railroad matters. I think Mr. B. P. Cheney was also interested in the stage business, and later became interested in railroad affairs. However, the new method went on, with many ups and downs, and in a very slipshod way, until about 1861, when the firing of the first gun on Fort Sumter brought into play all the imagination and enterprise of the nation, and did much to develop railroad building on this continent. Not-

withstanding early beginnings in 1828, the real birth of the railroad was when that gun was fired upon Fort Sumter, when it became a necessity to move men and supplies to the scene of action. From that time there was a rapid development of the railroad systems of the United States. To-day, from 23 miles in 1830 in the whole United States, from 30,000 in 1860, and 93,000 in 1880, there are about 180,000 miles of railroad in this country, fully one-third of the mileage of the whole world. In 1894, the last statistics that are available, there were carried in the railway trains of the United States, 583,000,000 passengers. Passenger trains run 327,000,000 miles; freight trains, 475,000,000; mixed trains, 15,000,000, a total of 817,000,000 miles. We write these figures down, but we do not comprehend their full significance. In 1894, as I said, there were 583,000,000 passengers carried on railway trains of the United States. There were 675,000,000 tons of freight transported. If these 583,000,000 people were placed shoulder to shoulder, and wound round the equator, the line would extend round the earth nearly nine times. That is what our railways carry in twelve months. If you should put that 675,000,000 tons of freight into 20-ton cars and make them up in a train, it would extend 225,000 miles, and would require 33,750,000 freight cars. In 1888, there were 28,000 passenger cars in service, but 12,000 freight cars and about 12,700 engines. If you were to make them up in one straight line they would extend 7,000 miles, which is a very small proportion of the 225,000 miles the figures of 1894 show. Perhaps as I am getting to be somewhat of a veteran in the service, these figures in-

terest me more than they do you. But this is one of the reasons why the Railroad Y. M. C. A. ought to be established, and railroad men in the service ought to have as good as there is in the world. In 1835, only 61 years ago, and within the memory of many of our men now in active business life, the United States contained but about 1,000 miles of railway; was composed of but 25 states, and its population did not exceed 15,000,000 souls. The valley of the Mississippi was its western horizon, and the great West and Northwest were unknown and unexplored except by the trapper and fur trader. To-day, more than 179,000 miles of steam railway are in active operation within its borders, about one-third of the mileage of the entire world, giving employment to about 1,000,000 persons, and feeding about 7,000,000 persons, for at least six were benefited by the wages of each employe. About 7,000,000 people of the United States derive their direct support from the railroad service, which represents a money investment of more than ten billions of dollars, and giving gross earnings of over one billion dollars per annum. The four-wheeled open car, with its box-seat for the conductor, and the tiny engines of five tons' weight, have grown into an equipment of 36,000 passenger, baggage, and mail cars; 1,200,000 freight cars, and 36,000 engines; while the little groups of passengers, who, fifty-eight years ago, with fear and trepidation tried the experiment of being whirled along at the extreme speed of thirteen miles an hour upon the newly-invented railway, have multiplied until, in 1894, there were nearly 600,000,000 souls who travelled an equivalent of fourteen billion miles. The sisterhood of states extends from

the St. Lawrence to the Gulf of Mexico and from the Atlantic to the Pacific, while the population has increased to more than 70,000,000. From the trackless wilderness great cities have sprung up, and upon the boundless plains the crack of the hunter's rifle and the twang of the Indian's bow have given place to the whirl of the reaper and the hum of the busy mill. Where the silence was unbroken except by the cry of the wild fowl or the snarl of the prairie wolf, we hear the merry laughter of little children as they wend their way to school, or listen to the sweet tones of some distant bell wafted from the tower of the village church.

By what miraculous agency has this wondrous change been wrought, and who are the apostles of this new dispensation? I answer, the railway and its faithful army of painstaking, loyal employes. The railway, no matter how mercenary its conception, carries in the vanguard of its every extension the light of civilization and the peace of Christian brotherhood; and as the light of a torch shines upon its bearer, so may we who help to carry forward the railway's incomparable work, share in the beneficence of its results, extending among ourselves a truer brotherhood and nobler manhood, always pressing onward and upward, so that when the end shall come it may be said of each of us—"the world has been made better and purer because of his part in its labors."

And Husbands.

There are three kinds of men who don't know anything about women. They are old men, young men and middle-aged men.

Station Notes.

Mr. Ralph T. Damon, for many years claim agent at Concord, has been appointed general claim agent, with office at Boston. Before leaving to assume his duties in the larger field, a number of the officials and clerks in the station assembled in Mr. Damon's office, while Albert I. Larivee, acting as official spokesman, in a few well-chosen words, presented Mr. Damon with a splendid traveling bag. Mr. Damon feelingly acknowledged the gift and a general hand-shake followed.

Mr. Charles Ainsworth, dispatcher, has been appointed treasurer of St. Paul's Sunday-school.

Phil Moore, claim agent at Greenfield, has been transferred to Concord in place of Mr. Damon. All the "old boys" know "Phil," who was formerly a passenger conductor and ran on the Acton branch.

Harold Fowler, of the assistant treasurer's office, has decided on a "Gray" suit for Easter.

Everybody will be glad to learn that Mr. Webster, treasurer, who was taken suddenly ill in his office Friday, February 4, is resting comfortably and all hope to see him out again soon.

J. Edward Callahan has just taken a four days' course at Dartmouth College. Possibly he has been gathering material for his book entitled, "My Nell." By the way, "Nell" is not a horse, but a lovely young lady. In the material world she resides in Malden.

Mr. Walker of the yard office has bid off second trick in "Su" office.

William M. Haynes, chief night clerk at the yard office, has accepted a fine position with the Armour Beef Company at Worcester, Mass.

A little overtime for the time keepers? Well, yes, they have been running on "high" for a long time, but, never mind, there are better times coming sometime.

Mr. L. F. Spaulding of Swampscott, Mass., has succeeded Ernest Devoid as train crier.

The veteran mail porter, Mr. Norris, has a new cap bearing the official insignia of his office.

General Agent Johnson has returned to duty after wrestling with the grip for awhile. He is usually equal to any emergency, but that insidious little "grip" did more than a whole trunk full of ordinary troubles.

"Leon" Foote has cut out Sunday fishing. Wonder why?

The "Leaver Brake" vs. "Bill" Lunderville. The brake got a temporary advantage by giving Bill a terrible swing to the jaw. Bill came up groggy, hence was not counted out. He is now O. K. and out for another challenge.

SUPPER AND ENTERTAINMENT.

At the R. R. Y. M. C. A.

Washington's Birthday

February 22, 1916

Supper 5 to 7 p. m.

Entertainment, 8 p. m.

Auspices Ladies' Auxiliary

Shop Notes.

Assistant Foreman S. W. Jones is one of these old-fashioned fellows who still sticks to the old whims brought over by our ancestors in the Mayflower. Sam is always telling us what kind of weather we are going to have, but his prognostications rarely come true. He believes the twelve days beginning with Christmas govern the weather for the next twelve months, but the July weather we had in January got Sam all mixed up. Sam is quite a diplomat, and he advised us to wait until ground-hog day and he would straighten things out, but the ground hog was run over in Penacook by an electric car and Sam is still "watchful waiting."

F. Dickey says he is buried up with work all the time and with this recent snow-storm on top of that, we do not expect to see Dickey again until spring.

There are a lot of fishing parties leaving the shops every week-end, but we never see any fish. We think if they carried their bait in a tin pail instead of a suitcase they would obtain better results.

H. T. Dickerman and Eddie Burgum are covered from head to foot with red paint at present writing, and if they don't have a change soon we will be taking them for a fire pail, or something.

At a recent Safety First meeting, the matter of germs was brought up and we were informed on good authority that there were twenty different kinds of germs under our finger nails. Joe Carpenter got hold of this and wanted to know where the germs were when he lived in the wilds of Canada and

dreamed by the lonely camp-fire of the wealth that lay under the ground; when the whole family, numbering as high as twenty-eight, slept around the open fireplace, with the hens roosting upstairs and the pigs peacefully slumbering down cellar. When a person was seen washing up, other members of the family would inquire where they were going, and if a person took a bath he was looked on as a fanatic. By gosh! I don't believe it!

John Craig, formerly inspector of the Laconia Car Company, is acting as a member of the local Interstate Commerce Commission.

Henry Burney is now at the Laconia Car Company inspecting Boston & Maine steel equipment under construction. Thus far he has not been actively engaged in the ammunition game. Safety First—be natural!

We understand that Rowboat Smith, of the stores department, has become leader of music in the Y. M. C. A. meetings.

Lost—sometime before Christmas—one perfectly good embroidery hoop with a design in same. Finder please return to Miss Nelson of the stores department.

A Gentle Hint.

I see you have your arm in a sling," said the inquisitive passenger. "Broken, isn't it?"

"Yes, sir," responded the other passenger.

"Meet with an accident?"

"No, broke it while trying to pat myself on the back."

"Great Scott! What for?"

"For minding my own business."

BOSTON & MAINE RAILROAD MEN,

PUBLISHED MONTHLY BY THE
RAILROAD DEP'T Y. M. C. A.,
CONCORD, N. H.

SUBSCRIPTION, 25 CENTS PER ANNUM

Entered as second class mail, July 26, 1904, at
the Post Office at Concord, N. H.

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Here and There.

Subscribers please notify us if there has been any change of address, so that we can have your magazine properly addressed.

We are glad to see the decrease in the number of cases of sickness among the shop and road men. Quite a number have been laid up on account of sickness during the last month.

Fireman Andy Cate is out again after a siege of pneumonia.

King of the blacksmith shop is gaining ground slowly but surely, following his operation at the hospital.

Engineer A. P. Lake has been out in the country rusticiating for the past few weeks.

Cupid is about to get another of our regular roomers at an early date. Ask "Billy" about it.

Vote for No. 11 in the Knowlton auto contest. Bill Woodward will appreciate it.

"Manchester Men," the new paper recently started by the Manchester City Association, comes to us regularly, and we are glad to get the details of what is going on in that Association. The Manchester Association is the largest in the state, and there are many things of interest going on each week.

The Monitor idea of distributing Bibles is a good one, and we hope that they will be able to place hundreds of them in the homes of the city. Every child old enough to read should have a Bible of his own, and this is an opportunity to get a good one, and at a nominal cost.

The Cottage Meetings, preparatory to the coming of Evangelist Rees, are under way, and a larger number will be held each successive week until the entire town has been covered. Notify the secretary, who is chairman of the committee arranging for these meetings if you want one of these meetings in your home. Leave your name at the office, or 'phone 338-M.

Read the following list of requirements for the Billy Sunday campaign that is to be held this fall in Boston. Make it an index of what our preparation should be. Following is the list in detail:

WHAT BILLY SUNDAY WANTS IN HUB.

8,000 singers for the choruses; 7,000 to volunteer to open their homes for prayer meetings; 7,000 more to volunteer as leaders of these prayer meetings; 5,000 personal workers to canvass the stores and factories; 2,000 ushers for the tabernacle meetings; 1,000 women to work among the employed women of the city; 500 women for the nursery department for children under

four years; 500 women to have charge of the luncheon department; 700 secretaries, mostly to take the names of those who "hit the trail"; 300 autos listed for the use of the Sunday party in their work; 200 doorkeepers for the tabernacle.

WHAT HUB MUST DO TO GET SUNDAY.

Secure guarantees amounting to \$50,000 to assure defraying expenses of the revival; build a \$20,000 tabernacle that will seat 14,000 and stand 4,000 more; organize committees to the number of 20,000 workers to assist in the campaign; hold cottage prayer meetings in every city block in Greater Boston for six weeks prior to the evangelist's coming to create public sentiment.

We want every man in the shops to hear Al Saunders of Scranton, when he speaks at the two shop meetings the week of March 23d. This will mean bring your dinner on those two days.

Read again the parable of the Prodigal Father, printed elsewhere in this issue, then see if the shoe fits your case.

We are glad of the opportunity of printing the speech of the late Lucius Tuttle, former president of the Boston & Maine. It will bring to mind to many of the older fellows pleasant memories of the road and the early history of this Association. Perhaps at an early date we can have a summary of developments since President Tuttle's time, that we may have an adequate idea of the present-day Boston & Maine system.

Mr. Fred B. Freeman of the state office leaves us soon to take up work with the International Committee, and will make his headquarters in New York City. We are sorry to lose Mr.

Freeman, but we congratulate him on his deserved promotion. Mr. Freeman will still have to do with county work in New England, but in a larger supervisory way.

The next conference for the employed officers of the state will be held in Nashua. The probable date will be March 23d.

Educational Director W. W. Nigh leaves the Manchester Association to take charge of the same department of work with the Springfield Association.

Perley A. Foster has been promoted from the position of assistant county work secretary to the position left vacant by the resignation of Mr. Freeman.

We are glad to see the shops back on full time once more. It will mean much to the men and to the city.

Speakers at the shop meetings during the month have been: Fred Burnham, Ensign Gullage, E. B. Haskell and Rev. Frank Davis. The following soloists have been secured by the Auxiliary during the past month, and have very generously given their services: Misses Barnard, Tittmore and Little and Mrs. Ingram.

The membership is a little higher this month. Keep it going up. There is at present a membership of 325. A larger membership makes better equipment and service possible.

Following is the list of January renewals and new members: Ralph A. Hatfield, J. P. Bowrne, H. Breneau, C. N. Wheeler, P. G. Cilley, George A. Silva, M. J. Haggerty, H. F. Stone, S. A. Chesney, E. D. Gaskell, H. C. Cheney, Otis Swain, Clare Berry, W. D. Gaskell, F. C. O'Malley, F. J. Dirth, Albert Packard, Ned Martin, R. S.

Hartwell, C. I. Richardson, F. H. Harrington, R. H. Heath, W. H. Avery, H. A. Beaulieu, J. J. Foley, A. C. Parrott, C. B. Campbell, E. H. Glidden, M. A. Ford, C. J. Sawyer, G. A. Shedd, E. W. Young, S. A. Mathewson, H. J. Beland, J. W. Jenness, John Young, E. R. Shepard, W. A. Lewis, R. G. Dow, F. G. Bartlett, M. A. Smith, E. L. Rankin, C. R. Carlson, F. A. Rowe, A. L. Reid, James Wallace, Edward Mahoney, F. F. Gravelle.

Freight Office Musings.

Six of the freight clerks go to Boston February 22d. Attraction, "The Passing Show of 1915." Nuff Ced!

Popular song hits: "Gee, boys, I've found a girl," as sung by McDonald. Good boy, Mac. "I just can't make my feet behave," by Bob Clough.

Bill Cahill is still as popular with the telephone girls as ever.

Greeley is still fifteen minutes late.

Bill Woodward, "Big chief pin crusher," sure is hitting 'em these days. Bill is a contestant in the Knowlton automobile contest; help him out by your votes. They will be appreciated. Vote for No. 11.

The new Victor machine recently installed in the lobby is the most popular piece of equipment in use just now. The men have very generously contributed towards the cost and over \$25 has been secured to date. The Ladies' Auxiliary at their last meeting voted to give \$20 towards the cost of the new machine and are planning a supper and entertainment to raise funds.

Trusting God and Doing Your Part.

Twenty-five different peoples are under arms in the European war. They speak different languages, they represent as many races, they come from separate countries, but in the lines they form one unit and have one common goal. The men have varied interests, economic necessities, and ties of kinship, but all these are subordinated to the one great purpose for which they are assembled. They march at the command of men of different races, they share common dangers, they all seek the honors of war. Slav and Teuton, Kelt and Roman, give common obedience; they are one in martial spirit; on every battlefield they fall and stain it red. Twenty-five different peoples, and over them the god of war; 20,000,000 units having one common hope; brave men of every race fighting for country and for home. Teuton and Slav, Roman and Kelt, Turk and Hindu,—all courageous, self-sacrificing and heroic.

This phenomenon is amazing! How is it achieved? Three words sum it up: Discipline, training, and national ideals! It costs much in money and energy, but millions moving as one man to one great purpose is worth it all!

The United States has men of fifty different peoples; they are 15,000,000 strong, but they do not march shoulder to shoulder for one great purpose. Possibly 7,000,000 of them are citizens, but they are not willing to forget self or the land of their birth and sink all in a common loyalty for the land of their adoption. Is this fault ours or theirs? They have come to us with open minds, and have found few to tell them what

America is, or point them to the footprints of God in American history. Before the foreign-born can love and loyally serve America, they must know these facts, and when they are informed we can more justly expect them to join their hearts to the great American heart. In times of stress and strain, we have division rather than union; hyphenism rather than nationalism; divided allegiance rather than united obedience. Are our hands clean? Have we done our part? Will this factional spirit and shameful disloyalty down, save by a campaign of education in national ideals in which all good men join hands in behalf of our country, our homes, and our God?

Are we, as a Y. M. C. A., doing our part? The Association has a great opportunity to do splendid work for the Americanization of men alien in speech and spirit. We need leaders who have clear and strong convictions on this question; men who believe in the foreigner as well as in America; men who will show how the 15,000,000 foreign-born men and their 16,000,000 descendants can be moulded into loyal, patriotic Americans; how they can be wedded to the United States, as the races of Europe are to their several countries. Shall the Association do its part to assimilate aliens, so that they will live and work for the success and prosperity of America; will sacrifice and suffer for this republic, and will follow the "Stars and Stripes" through clouds and sunshine? To be leaders in this service for foreign-born men, and in behalf of our country, challenges the best that is in Association men.

Are you trusting God and doing your part?—Peter Roberts.

Unanimous.

"I wish and wish again I was in Michigan," said the man with the barber shop tenor.

"So do I," remarked a man in the front row.

The Way To-day.

"I miss the delightful preliminary odors that used to go with a Christmas dinner."

"No wonder; ours is in the fireless cooker."

The Remarkable in Love.

"Do you think there is anything remarkable in love at first sight?" asked the romantic youth.

"Not at all," answered the cynic. "It's when people have been looking at each other for four or five years that it becomes remarkable."—Pearson's Weekly.

Sternier Sentence.

"Yes," said the young singer complacently. "I had a great reception after my song last night. The audience shouted, 'Fine, fine!'"

"Good thing you didn't sing again," said the cynic.

"What do you mean?"

"They would have yelled 'Imprisonment!' the second time."

Easy Treatment.

"My brother's doctor told him he must build himself up."

"Well, he ought to find it easy enough to do that. He's an architect."

Consider Your Boy.

IT IS THE BOY THAT MAKES THE MAN,
HELPS TO MAKE THE HOME, THE NATION.

Every boy is going to have a confidant, some one to whom he can tell his secrets and whisper his hopes and ambitions which he would not breathe to others. This friend, this confidant, should be his father.

Any man would be horrified at the suggestion that he would ruin his boy by neglect, that his absorption in business would result in the undoing of his own son. But it is the easiest thing in the world to forfeit a boy's confidence. It will only take a little snubbing, a little scolding, a little indifference, a little unkind criticism, a little nagging and unreasonableness to shut off forever any intimacy between him and his boy.

One of the bitterest things in many a man's life has been the discovery, after he has made his money, that he has lost his hold upon his boy, and he would give a large part of his fortune to recover this loss.

It is an unfortunate thing for a boy to look upon his father as a task-master instead of companion, to dread to meet him because he always expects criticism or scolding from him.

Some fathers constantly nag and find fault with their sons, never thinking of praising them or expressing any appreciation of their work, even when it is well done. Yet there is nothing so encouraging to a boy, especially if he finds it hard to do what is right, as real appreciation of his effort. This is a

tonic to youth. Boys thrive on praise. That is why most of them think more of their mothers than they do of their fathers. Their mothers are more considerate, more appreciative, more affectionate. They do not hesitate to praise well doing.

The confidential relation between father and son is one of the most precious things in life. One should never take chances of forfeiting this relation. It costs something to keep it, but it is worth everything to the father and to the boy.—*Watchman Examiner*.

Declaration of Independence.

Resolved, That I will not be the slave of any habit, good or bad; that I will be master of my own soul, dictator of my own conduct; that I will not permit environment or association to influence me against the dictates of my better self; that I will keep my heart free, ready to respond to the calls of need; that I will keep my body clean, since it is the temple of the Divine Spirit; that I will make a covenant with my eyes, and close the shutters when they would look out upon a questionable sight; that I will cultivate my mind, and make it a storehouse for wisdom; that I will respond to the calls of conscience and duty; in short, since my Creator made me in His own image, I will strive to maintain and perfect the likeness, that I may the better serve my country and my fellowmen.—*Josephus Daniels in Association News*.

The Revival of Home Religion.

By REV. FRANK A. MILLER, Evangelist.

For the past twenty-five years it has been my privilege to live in the homes of the people during my evangelistic work over twenty-three of the states of the Union. After careful observation I have become more and more convinced of the need of a genuine revival of home religion. By this I mean the careful teaching of the children the vital truths of the Bible, the need of daily secret prayer, and the re-establishing of the beautiful custom of daily family worship.

In order to do this we must first recognize its necessity. It will increase reverence. It will recognize God in the home. It will increase in our children the spirit of true devotion. It will make God and sacred unseen things real. Children see flowers, the beauties of nature, the pleasures of the world, the passing show, the funny side of the newspaper, the dazzling allurements of the world; they see and read about sin in all its forms. God is unseen, Heaven is far away, the spiritual life is invisible, and these things must be brought to them in human forms. They must see father and mother worshipping, they must hear your voice, see the light in your eye, feel the fervor of your soul! This is the only way religion can ever be real to them.

Then we must consecrate ourselves to it! Covenant with God. Like Abraham, "build an altar unto the Lord." Old habits of silence formed by years of neglect are hard to break. Set yourself to the task! Frankly tell your wife and children you have neglected what you see now was a plain duty to God and to them! Show them the need

of family worship as you now see it, ask them to give you their sympathy and help. Resolve to start at once, do not delay! "Ought is the heaviest word in the English language."

Thirdly, see that every member of the family who can read has a clear print reference Bible. Take the daily readings of the Sunday-school lesson, or the Bible by course, if you prefer. Let father read a verse, then mother, then the oldest child, and so on around, until part of a chapter has been read. Comment a little on what has been read, take the best verse to remember through the day. Then sing a verse or two of some old, sweet song, and, kneeling, together, let father or mother offer a short prayer, mentioning the need of each child by name, then all join in the Lord's Prayer. Next morning, let another one pray, and all join in the Lord's Prayer. You will realize William Cullen Bryant's "Benediction that follows after prayer." This whole exercise need only take five minutes, if time is limited, and such a blessing will follow. Five minutes with God and the Bible. Golden moments—moments more precious than gold, which will leave their impression upon lives for generations to come, and upon children yet unborn!

Honing the Razor.

"Oh, George, before you get your razor I must tell you that I—I borrowed it yesterday."

"What, again!"

"Y-yes. I had to do some ripping. But it's just as good as ever. You'll never notice the difference. I sharpened it on the stovepipe."—Cleveland Plain Dealer.

Soliloquy of a Pessimist.

"Man comes into the world without his consent and leaves it against his will. During his stay on earth his time is spent in one continuous round of contraries and misunderstandings. In his infancy he is an angel; in his boyhood he is a devil; in his manhood he is everything from a lizard up; in his duties he is a fool; if he raises a family, he is a chump; if he raises a check, he is a thief, and the law raises the dickens with him; if he is a poor man, he is a poor manager and has no sense; if he is a rich man, he is dishonest but smart; if he is in politics, he is a grafter and a crook; if he is out of politics, you can't place him, and he is an 'undesirable citizen'; if he goes to church, he is a hypocrite; if he stays away from church, he is a sinner; if he donates to foreign missions, he does it for show; if he does not, he is stingy and a 'tight wad.' When he first comes into the world everybody wants to kiss him—before he goes out they want to kick him. If he dies young, there was a great future before him; if he lives to a ripe old age, he is in the way, only living to save funeral expenses. Life is a funny proposition, after all."

Little Brother Speaks.

Florence, who was an ardent admirer of her own vocal qualities, had been selected to sing a solo at a church entertainment.

The following morning at the breakfast table she remarked to her younger brother:

"Well, I never thought my voice would fill that large hall."

"Neither did I," answered her brother unfeelingly. "I thought it would empty it."—Lippincott's.

Safe at the Dock.

The dangers of travel by sea at this time have played havoc with the nerves of timid passengers.

Early one morning recently there was considerable commotion on the decks of a coastwise vessel plying between Savannah and Baltimore, when a scantily-clad man hurried from his state-room and dashed toward the upper deck. On the way he ran into the captain of the vessel.

"What's the matter, captain?" he managed to gasp. "Have we been torpedoed?"

"Calm yourself, my dear sir, and be prepared for the worst," answered the official.

"Oh, don't tell me we're going down," moaned the other. "Quick, where are the life preservers?"

"They wouldn't be of any service at this stage," explained the captain.

"Too late?" quavered the despairing passenger.

"Yes," said the captain, very solemnly. "We've done all we can for you. You'll have to look out for yourself from now on. You see, we've just tied up to the dock."—New York Times.

Must Have Fare.

Intending Passenger—"Can I go to Scollay Square without change on this car?"

Fresh Conductor—"No, mum; you need a nickel."

FRANK J. KELLY, Druggist at the South End

We sell the best hand cleanser on the market

Camera Supplies

Handy place for Shopmen to get their Drug Store Goods

A Parable of a Prodigal Father.

A certain man had two sons, and the younger of them said to his father: "Father, give me the portion of thy time, and thy attention, and thy companionship, and thy counsel which fall-eth to me." And he divided unto them his living, in that he paid the boy's bills and sent him to a select preparatory school, and to dancing school, and to college, and tried to believe that he was doing his full duty by the boy.

And not many days after the father gathered all his interests and aspirations and ambitions and took his journey into a far country, into a land of stocks and bonds and securities and other things which do not interest a boy; and there he wasted his precious opportunity of being a chum to his own son. And when he had spent the very best of his life and had gained money, but had failed to find satisfaction, there arose a mighty famine in his heart; and he began to be in want of sympathy and real companionship. And he went and joined himself to one of the clubs of that country; and they elected him chairman of the House Committee and president of the club and sent him to Congress. And he would fain have satisfied himself with the husks that other men did eat and no man gave unto him any real friendship.

But when he came to himself, he said: "How many men of my acquaintance have boys whom they understand and who understand them, who talk

about their boys and associate with their boys and seem perfectly happy in the comradeship of their sons, and I perish here with heart hunger! I will arise and go to my son, and I will say unto him, 'Son, I have sinned against Heaven and in thy sight; I am no more worthy to be called thy father; make me as one of thy acquaintances.' " And he arose and came to his son. But while he was yet afar off, his son saw him, and was moved with astonishment, and instead of running and falling on his neck, he drew back and was ill at ease. And the father said unto him, "Son, I have sinned against Heaven, and in thy sight; I am no more worthy to be called thy father. Forgive me now and let me be your friend." But the son said, "Not so, I wish it were possible, but it is too late. There was a time when I wanted companionship and I got the information, but I got the wrong kind, and now, alas, I am wrecked in soul and in body. There is no more heart left in me, and there is nothing you can do for me. It is too late, too late, too late."—B. W. Godfrey.

What He Wanted.

Arthur's mother sent him to the hardware store to buy a thermometer. He stated his wants to the salesman.

"Did your mother say what size you were to get?" asked the salesman.

"Why," replied the boy, "just give me the biggest one you've got. You see, it's to warm my bedroom with."

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FOR STYLE, QUALITY AND VALUES
IN DRY GOODS AND WOMEN'S WEAR

— DAVID E. MURPHY —

A Bridge Between Church and Shop.

By A. M. BRUNER, National Secretary of the Industrial Evangelistic Foundation.

The Church of Christ is a force, not a field. The field is the world, and Jesus said, "Go ye into all the world, and preach the gospel to every creature." The field, therefore, surely includes the industrial class of 20,000,000 men and boys between the ages of sixteen and sixty-nine, regularly employed in shops, factories, mills, mines, lumber and construction camps, and on the railroads and farms in America. This takes no account of 3,000,000 women and children in industry. There were 40,000 industries, employing from twenty-five to 10,000 men daily in America. There are 221,000 Protestant churches, with 178,000 clergy and 21,974,315 members, in America, with only 40 per cent. attending church services regularly. There are 645 city Young Men's Christian Associations, with 304 railroad and industrial departments. There are 34,796,077 non-church members, ten years of age and over, in America, of whom 50 per cent. are industrial workers, or 17,398,038, not being reached by the church in any effective manner. These facts alone are sufficient to make leaders in industry and leaders in religion think!

The Industrial Evangelistic Foundation is a voluntary organization of industries and individuals interested in the higher moral development of those

who labor. It is generally conceded that the most powerful agency for uplifting humanity is the church. Yet it is recognized that the church is not, at this time, adequately contributing to industrial betterment. To give the church inspiration to this end, and to furnish feasible plans for local operation in industrial centers, railway shops, factories and industries, both large and small, the foundation has been established. Some of its aims are:

The enlistment of the church in the moral and spiritual betterment of industrial workers.

The enlistment of industrial workers in their own betterment through coöperation with existing agencies for moral and spiritual uplift.

The enlistment of the promoters of industry to coöperate with the church in raising the standard of morals, thus making for desirable communities, enhanced industrial efficiency, and happiness and contentment of industrial employes.

Community extension is the entering wedge of the gospel to the unchurched masses, carried to places not erected for social, literary, or religious purposes, such as shops, factories, railroad yards, car barns, engine houses, police stations, parks, summer resorts, boarding houses, office buildings, hotel lobbies, etc. It is an inter-church enterprise to develop morality and strengthen men, to induce frugality and brotherliness, and to give a clear, ringing message of the glad tidings of salvation through Jesus Christ to the

industrial class right where they are!

The church, at the present time, is reaching less than one-fourth of the industrial class. Socialism, the growth of which in a single decade was 75 per cent., is making advancement. Unless the church, therefore, speedily and unitedly enters this wide-open field, the opportunity will be lost to the present generation.

Mental attitude influences physical state. A gloomy spirit in many shops, together with the presence of gases and faulty ventilation, tends to intemperance, immorality and discouragement, even to Christian workingmen. Religion gives courage, hope, and cheer, even in an adverse atmosphere. The weekly shop meetings, followed by Bible classes, social gatherings, and cottage prayer meetings in the homes, not only strengthens the men, but bridges the chasm that unfortunately exists between church and shop to-day. The church must go all the way to bring about that end. It has been said that if the rich and poor ever meet together for common prayer, it must be upon the territory of the poor; certainly, if the church and shop are ever to meet on common ground, it must be upon the territory of the workingman.

Community extension includes not only industrial communities, but also rural districts where the country church is gradually disappearing from the map. It was community extension by the Carpenter of Nazareth that won the heart of Simon, the fisherman, causing him to leave his nets to become a fisher of men; for hearing the voice of the Master Workman one day by the Sea of Galilee, he became the mightiest preacher of his age.

Following is an outline of the method:

A strong central extension committee of five laymen and two ministers to direct extension activity in the city and surrounding country.

A leader appointed and held responsible for each plant operated.

A shop committee of three elected in each plant.

Additional points with shop committees opened up as rapidly as possible.

Monthly meetings of the central committee with shop committees and leaders for conference and prayer.

A Bible class organized to train men for lay evangelism in connection with extension.

The Bible to be the basis of every permanent community extension undertaking. A plan of studies or addresses to be arranged, that speakers may intelligently prepare for extension work.

An annual community extension day in the churches to tell the story of extension and present the opportunity for service.

A commission, appointed by the central committee, to make a survey of the county, to determine the necessary steps to reach outlying points by the system.

With 40,000 American industries daily employing from 25,000 to 10,000 workers, who speak more than a score of languages, the moment of the century is confronting the church. The door of industry is wide open for the entrance of the gospel message; to write the name of Jesus Christ in the dust that settles like a pall on workshops and factories; to raise the Song of Bethlehem that fell from the skies two thousand years ago on the wondering ears of the shepherds watching their flocks beneath the splendor of an eastern midnight sky. "Glory to God in the highest, and on earth peace!"

Naughtiness.

Mother (summoned by defeated nurse).—Oh, Maudie, darling, how can you be so naughty?

Maudie—Easily!

A Fine Marksman.

The new night watchman at the college had noticed someone using the big telescope. Just then a star fell.

“Begorra,” said the watchman, “that felly sure is a crack shot.”

A tourist, traveling in the Rocky Mountains, was introduced to an old hunter who claims to have killed no fewer than 400 bears.

“Bill,” said the introducer, “this feller wants to hear some narrer escapes you’ve had from bears.”

The old man, rubbing his eyes, looked the stranger over, and said:

“Young man, if there’s been any narrer escapes, the bears had ’em.”

Young Doctor’s Wife—Mary, go and tell the Doctor there’s a patient waiting to see him.

Maid—I wish you’d go, ma’am. He maybe wouldn’t believe me.—Life.

Going to Economize.

“But your fiancé has such a small salary, how are you going to live?”

“Oh, we’re going to economize. We’re going to do without such a lot of things that Jack needs.”—Brooklyn Citizen.

Ship’s Officer—Oh, there goes eight bells; excuse me, it’s my watch below.

Old Lady—Gracious! Fancy your watch striking as loud as that!—Sailor’s Magazine.

Boss—No; we have all the men we need.

Laborer—Seems like you could take one more, the little bit of work I’d do.—Judge.

“The American boy is confessedly the American problem. Whether he roams the street with a ‘gang,’ or ‘creeps unwillingly to school,’ or boisterously celebrates the Fourth of July, he is the puzzle of parents, the despair of teachers, the greatest asset and the greatest menace of the modern state. He is shy as a girl, bold as a lion, and unintelligible to himself. What does the Y. M. C. A. do for such a bundle of contradictions?”

MEMBERSHIP APPLICATION BLANK.

If not a member fill out this blank, and mail to the R’y Dept. Y. M. C. A., Concord, N. H. If a member help boost our membership by getting someone else to join.

Date.....

Name

Home address

Position.....Class of ticket.....

Church..... Payment.....

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Profitable Matrimony.

"I would like, sir, to ask if you can see your way to give me a raise of salary."

"I'm sorry that I can not see my way clear to do that just now."

"You have given Mr. Smith a raise."

"Mr. Smith is going to be married."

"Will that make him more useful here than he has been, or than I am?"

"Certainly. He will be glad to get here early in the mornings, and in a little while he will want to stay as long as he can at night; and, furthermore, he will probably begin before long to carry his lunch, so that he will not waste an hour at noon."—Chicago Record-Herald.

Too True.

"Bridget, I feel so ill I wish you would not go out to-day. Couldn't you get what you are going for just as well to-morrow?"

"Faith, an' Oi can—to-morrow or anny day. I was goin' out to get meself a new job."—Harper's Bazar.

Between Friends.

A country editor wrote: "Brother, don't stop your paper just because you don't agree with the editor. The last cabbage you sent us didn't agree with us, either, but we didn't drop you from our subscription list on that account."

Fount of Knowledge.

"Dad, what's 'out of sight, out of mind,' mean?"

"That those who will not see as we do are crazy."—Philadelphia Public Ledger.

An Old Proverb.

A clubman, who poses as a humorist, was having his shoes shined at a railway station.

"And is your father a bootblack, too," he asked the boy at his feet.

"No," said the bootblack. "My father is a farmer up the state."

"Ah," said the humorist, as he reached for his notebook to make an entry, "he believes in making hay while the sun shines."

Sleep Not Soiling.

Farmer Brown, while his crew of thrashers were "washing up" one morning, noticed among them a Swede who was not engaged in the use of water, soap and towel.

"Well, Harris," said the farmer, "are you not going to wash this morning?"

"Naw," returned the Swede, "it don't make me dirty to sleep."—*Everybody's*.

No Apollo.

Hub—"Mary, just look at that man over there. I don't think I ever saw anyone so homely.

Wife—"Hush, dear, you forget yourself."—Boston Transcript.

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Age Brings Wisdom.

"Ma," remonstrated Bobby, "when I was at grandma's she let me have fruit-tart twice."

"Well, she ought not to have done so, Bobby," said his mother. "I think once is quite enough for little boys. The older you grow, Bobby, the more wisdom you will gain."

Bobby was silent, but only for a moment.

"Well, Ma," he said, "grandma is a good deal older than you are."—Tit-Bits.

New Light on Socrates.

The misunderstanding of words frequently causes strange answers. A child who had been taught that Socrates had a wife who was unpleasant to him, and that the great philosopher drank hemlock, when asked the cause of his death, replied:

"Socrates died from an overdose of wedlock."—Strand Magazine.

Sure.

"Don't you think that we should have a more elastic currency?" asked the Old Fogey.

"It is elastic enough," replied the Grouch. "Why don't they make it more adhesive?"—Cincinnati Inquirer.

The Alarming Feature.

Professor—"Doesn't it make you sad to see women wearing feathers of the poor little birds on their hats?"

Married Man—"It isn't the feathers that make me sad—it's their bills!"—London Opinion.

Prompt Retort.

Tommy Atkins, meeting a full-bearded Irish tar in the street, said:

"Pat, when are you going to place your whiskers on the reserve list?"

"When you place your tongue on the civil list," was the Irish sailor's reply.—Tit-Bits.

RAILROAD MEN

W. H. WOODWARD, at the local freight office, is a contestant in the Knowlton Automobile Contest. Your votes for him will be very much appreciated.

Vote for No. 11

W. H. WOODWARD.

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 if not tell us.

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